NEW CANAL ENGINEER.

JOHN F. STEVENS CHOSEN.

Succeeds Mr. Wallace-Will Have Full Charge of Work on Isthmus.

TFROM THE TRIBUNE BUREAU.] Washington, June 30 .- Theodore P. Shonts, chairman of the Panama Canal Commission, today announced the selection of John F. Stevens as chief engineer of the canal.

Mr. Stevens succeeds John F. Wallace, whose resignation was accepted yesterday, and his appointment takes effect at once. Mr. Stevens will also be made general manager of the Panama Railroad. He will not be a member of the Isthmian Canal Commission. His salary will be \$30,000 a year.

The following official statement was made by Secretary Taft:

Mr. John F. Stevens has been appointed chief engineer of the Isthmian Canal, with residence on the isthmus, to take effect at once. Mr. Stevens is now in the service of the Philippine Commission as government expert in the 1,000 miles of Philippine railways about to be constructed under government aid. Mr. Stevens was to have to-day accompanied Secretary Taft to the Philippines, but has been transferred to the Panama Canal. He was until recently vice-president and general manager of the Rock Islpresident and general manager of the Rock Island system, formerly chief engineer and general manager of the Great Northern Railway, and has extensive experience in the projection, construction, operation and management of large

The duties of chief engineer of the isthmian The duties of chief engineer of the isthmian canal especially relate to the practical work of construction and operation. The technical plans are to be determined by the commission, as a body, with the advisory international board of engineers recently appointed by the President, and whose plans, as decided from stage to stage, will be executed on the isthmus by the chief engineer. With the chief engineer confining himself to the actual work of construction and operation and concentrating upon the execution of the plans as adopted by the commission, it is believed that the canal work will be more actively prosecuted. be more actively prosecuted.

CONFIDENCE IN MR. STEVENS.

"I have the utmost confidence in Mr. Stevens," said Chairman Shonts. "He is an engineer of unquestioned ability, but he is far more-he is a man with executive capacity of an exceptional character. What we need on the isthmus is a leader of men, a man who knows how to drive, what to expect from his subordinates, and how to enlist their enthusiasm and support; a man who will not waste his time figuring out technical details, but who will delegate that work to the board of expert engineers selected for that purpose, while he keeps his attention riveted on the larger end to be accomplished. That is the kind of man I believe John Stevens to be." When it was suggested that Mr. Shonts had

been exceptionally expeditious in making his selection, be said:

Perhaps not so expeditious as you think. While I could not believe that Mr. Wallace really contemplated throwing up his job, I could not count on his doing otherwise in the light of his cable to the Secretary. So I got busy at once. Within the last week I have had twenty men under consideration, and this is my selection. It was not much trouble to find out Stevens's record and qualifications, because Colonel Edwards had been investigating them for a long time, and when Edwards does a thing it is well done. Stevens is the man the Secretary had picked out to supervise the construction of the railroads in the Philippines, but he was just the man we needed for this work, and the Secretary allowed us to take him. I had a long talk with him in Perhaps not so expeditious as you think. While

needed for this work, and the Secretary allowed us to take him. I had a long talk with him in New-York on Tuesday afternoon. Then he left for Chicago, and promised to let me know his decision. He arrived there last night and talked the matter over with his family and this morning he informed me that he would accept.

You know Stevens is the fellow who built the Rocky Mountain division of the Grat Northern road, which I understand to be one of the finest pieces of road in the world. He expended between \$60,000,000 and (0,000,000 for J. J. Hill, and Mr. Hill, has nothing but the highest praise for him. Could you want a better testimonial than that? Stevens is a stayer, too. He has received several flattering offers since he agreed to go out to the Philippines to take charge of the railroads for Secretary Taft, but would not listen to them.

When asked who was likely to be appointed

When asked who was likely to be appointed assistant chief engineer, Mr. Shonts replied:

I don't know. That is a matter for Stevens to decide. He will have entire charge of his sub-ordinate force. That is my way of doing business. I pick out my man and ask him for results. I expect him to get them, but in his own way. When I ask a man to meet me at the corway. way. When I ask a man to meet me at the corner of Wall and Broad sts., I don't care how he gets there, and I don't presume to dictate to him whether he shall come in a cab or on foot. The is what I propose to do with Stevens. He is to dig that canal with the tools and the men is to dig that canal with the tools and that he chooses. All we will ask of him is that he shall dig it.

SHONTS CRITICISES WALLACE.

Referring to the course of the ex-chief engineer, Mr. Shonts said Mr. Wallace had told him that he lost . 5,000 as the result of his absence from Chicago.

"A man ought to take that kind of thing as all in the course of a day" added Mr. Shonts. "Why, I lost \$200,000 on one transaction I was obliged to abandon because I had accepted the chairmanship of this commission. But I am not shedding any tears over it. Maybe I have lost more. I don't know. But I do know that I shall stick by the President and Secretary Taft and Governor Magoon as long as they stick to me, and if the time ever comes when I do want to give up, I won't take a step until I have talked

it all over with them." Mr. Stevens is to accompany Chairman Shonts to the Isthmus in the immediate future, and it is expected that all necessary data will be available in time for the meeting of the board of consulting engineers on September 1. A meeting of the Canal Commission will be held here

John F. Stevens is now fifty-two years old. He was born in Gardiner, Me. When he was twentyne years old he was assistant engineer of the city of Minneapolis, holding the place two years. then entered rallway service, having charge of the surveys and acting as chief engineer of the Sabine Pass and Northwestern Railway until 1879. He then held the following positions: From 1879 to 1889, assistant engineer of the Denver and Rio Grande Railway, 1880 to 1882, assistant engineer, Chicago, Milwaukee and St. Paul Railway; 1882 to 1886, assistant and division engineer, Canadian Pacific Railway; 1896, assistant engineer, Chicago, Milwaukee and St. Paul; 1887 to 1889, principal assistant engineer, Duluth, South Shore and Atlantic Railway: 1889, assistant engineer, Spokane Falls and



Northern Railway: 1890 to 1893, principal assistant engineer, Great Northern Railway: 1893 to 1895, assistant chief engineer; 1895 to 1895, chief engineer. After engaging in railway contracting for a few months in 1899, he returned to the Great Northern as chief engineer and later was a vice-president. He afterward went to the Chicago, Rock Island and Pacific Railway as fourth vice-president, and after he had become second vice-president he resigned recently to go to Manilla with Secretary Taft's party to report on the feasibility of the construction of about 1,009 miles of railway in the Philippines.

WALLACE ANSWERS TAFT. MORE DYNAMITE VICTIMS.

Continued from first page.

FIVE HURT IN SUBWAY.

of remaining for an indefinite time on the commission, should he desire my counsel and advice in arranging for the change, assisting in preparing plans for submission to the Advisory

One Man Internally Injured by of remaining for an indefinite time on the commission, should he desire my counsel and advice in arranging for the change, assisting in preparing plans for submission to the Advisory Board of Engineers in September, or in the further consideration of the question by the Administration or Congress during its next session. Much to my surprise, he indignantly spurned my suggestion and took the position that I was compelled under what he called my contract to remain in charge of the istimilan canal, regardless of circumstances or conditions, until the completion of the work, and spoke in such a manner as to outrage my feelings to such an manner as to outrage my feelings to such an extent that further discussion of the reasons for my action was out of the question.

Struction of about 1,000 innes of fairway.

Philippines.

Mr. Stevens's principal work, which made a record for him with the Great Northern Rallway, was done while he was engineer of construction in 1896, when, with two Indian guides and a pack mule, he started from Assinabolne to lay out the western extension of the Great Northern to the coast. The Indians deserted him and his pack mule died. He persevered i n his work and after much hardship completed the task, locating the line as it now runs. Stevens Pass in the Cascade Mountains was named after him.

MAY SUCCEED MR. STEVENS.

road Expert.

the Philippines. His appointment has not been announced officially, but it is understood here that he will accept the place.

Chicago, June 30 .- W. A. Darling said to-day

that the place of government expert in Philip-

pine railroad construction had not yet been

offered to him, and that he could not say now,

Mr. Darling was born in Oxford, Mass., in

1856, and was educated at the Worcester Poly-

technic School. He began his railroad career as an engineer on the Northern Pacific, and re-mained with that road almost continuously until about two years ago, when he became chief engineer of the Chicago, Rock Island and Pa-

DAUCHY IN CHARGE AT PANAMA.

Wallace's Resignation a Disagreeable Surprise on the Isthmus.

Panama, June 30 .- W. E. Dauchy, who has

The resignation of Chief Engineer Wallace

caused a disagreeable surprise, principally among the employes of the Canal Commission.

The sanitation of the city is improving, the number of deaths for June being 25 per cent less

than that recorded for May, although June is

DENOUNCE CONDITIONS ON ISTHMUS.

mate and Treatment.

More than one hundred passengers arrived here

Friday morning from Panama on the steamship Seguranca. Many of them are discontented Ameri-

cans who have been working for the government in

the canal zone. They are coming north either on

account of climatic conditions or because of dis-

As a result of an examination by the quarantine

officers, a man and a boy were removed to Hoff-

Arthur Paquette, a passenger, speaking of the sanitary conditions on the isthmus, said that the

first week he was down there there were forty-

three fever cases taken to the hospital at Ancon. C. R. Littlejohn, of Wilston, Ohio, who was in Panama three months, said that he did not sleep in a bed the whole time. He criticised severely the government's arrangement with an isthmian hotel.

PANAMA YELLOW FEVER CASES.

Washington, June 30 .- Governor Magoon, at Pan-

ama, to-day sent an account of an additional case

Culebra, and the death of Jose Desanzo, a non-

of yellow fever, Michael Holland, an employe, at

A WET FOURTH FOR TAMMANY.

vited, 'Tis Said.

The wine and beer at this year's Fourth of July

celebration by Tammany Hall will break all

records for quantity. Justice Victor J. Dowling

will preside at the speaking, and the "long talks"

will be made by Governor Robert B. Glenn of

North Carolina, and Lieutenant Governor Jared Y.

All the prominent Democrats of the nation, with

possibly one exception, were invited to the festivi-

night that the one exception this year was Con-gressman William R. Hearst, but the rumor could

SOUND STEAMER RESCUE.

Boat's Crew.

[BY TELEGRAPH TO THE TRIBUNE.]

throng of passengers ringing in their ears, the crew

of the steamboat Shady Side, plying between New

York and Stamford, rescued Martin Murray, fif-

teen years old, son of Bryan Murray, a hotel keep

er, and John Dowd, fourteen years old, both of

The boys were sailing in a 15-foot sloop. A fresh

breeze was blowing, and the sea was choppy. They got in the pathway of the steamboat, became con-

fused when she rounded the point, and in an

effort to go about were capsized. The boys were

clinging to the sloop when Captain Morrell saw

them and ran alongside. The craft was sinking when the crew threw out a rope and hauled the boys aboard, and went down just as the boys reached the deck. They were carried to Stamford, and will be sent home to-morrow.

LIVESTOCK ON THIS ESTATE.

City Officials Wish They Would Seek Fresh

Fields and Pastures New.

It came from the East Side, and It was worth

contained a lot of "suspicious" looking bed-

And then it was found that the "old man" had

It was turned over to City Chamberlain Patrick

Keenan and his deputy, John Campbell, both fas-

In cold weather the two old trunks containing the

No one works at the desk under which rests the

City Chamberlain Keenan walks far "beyant" the

And when a small, flat creature ventures forth

But the office boy, he waits with a paddle,

He "lambastes" it with the paddle, and

was ninety-seven years old, and he lived in

There was the Spellisy estate.

It was distributed to the heirs.

tidious in their personal habits.

So does Mr. Campbell,

More than earns his salary.

from the estate

Didn't bother anybody. But now the weather is hot, and

Then the estate was consolidated again

And there being no better place to send it,

ding.

Just \$129.

Ireland.

estate.

been forgotten.

Stamford, Conn., June 30 .- With the cheers of a

was rumored in Tammany circles

Sanders of Louisiana.

of Fort Schuyler.

satisfaction with conditions on the Isthmus,

considered the worst month of the year.

been the engineer in charge of the Culebra divi-

sion of the canal work, has been appointed act-

whether he would accept it or not.

cific Railroad.

ing chief engineer.

man Island.

DENIES SEEKING THE OFFICE

W. A. Darling Selected for Philippine Rail-I did not seek the position of chief engineer of the Isthmian Canal Commission, and, conof the Isthmian Canai Commission, and, considering my salary as general manager of the Illinois Central Railroad Company and my other sources of earnings, my financial condition was not improved by my acceptance of the position, and it was with the greatest reluctance that I did so Washington, June 30 .- W. A. Darling, of Chicago, who is connected with the Rock Island Railroad, has been selected to succeed John F. Stevens in the work of railroad construction in

While it was my own expectation that I should while it was my own expectation that I snould continue my connection with the work, it did not occur to me that I was not free to withdraw if justice to myself and my family and to my reputation as an engineer required me to do so. It was not only my right, but my duty, to give the matter most careful consideration in all its bearings, considering not only the general situation as it affected the work but my family nerbearings, considering not only the general situa-tion as it affected the work, but my family, per-sonal and business relations, and all the various factors entering into the problem, and I could not concede the right to the Secretary of War or any one to dictate my decision. The only de-batable questions were the details as to putting my decision into effect and, while I stated to my decision into effect, and, while I stated to the Secretary what my desires were, I told him that I was perfectly willing to conform to his wishes as far as possible as to the time and manner of my withdrawal.

RESENTS CHARGE OF "DICKERING."

It was this suggestion to which he chose to refer as a "dicker." To that statement I naturally took exception, particularly as he stated that he did not care for any reports that I might make, summarizing and analyzing the results of a year's hard work on the isthmus; also that he did not value my counsel and advice, and that the only service he desired was that of a constructing engineer on the isthmus. No intimation of friction between the Secretary of War and myself would ever have become public if it had not, accidentally or otherwise, been given out by the persons in attendance at the conference on Sunday other than myself; and I desire to state emphatically, and the representatives of the press will bear me refer as a "dicker." To that statement I natu-

the representatives of the press will bear me out, that I have refused absolutely, either directly or indirectly, to be interviewed, and have remained silent under the inuendoes which have been daily published since the conference, and would not have made even this statement at this time if it had not been for the severe strictures contained in the published statement of the Secretary, which I consider unjust and uncalled for and which could serve no useful Returning Employes Dissatisfied With Cli- purpose

THE SITUATION AT PANAMA.

In regard to the situation at Panama, at no time during the progress of the work could my relations have been severed more opportunely than now and with less damage to the work. A than now and with less damage to the work. A complete organization of departments and bureaus has been effected. W. E. Dauchy, a gentleman of high engineering attainments, who has been chief engineer of the Chicago, Rock Island and Pacific Railroad Company, and who had occupied the position of division engineer in charge of the Culebra division, was, upon my leaving the isthmus, placed in charge of the work as acting chief engineer, he having occupied a similar position during my absence from pled a similar position during my absence from the isthmus at the call of the Secretary during the month of April and having satisfactorily conducted the work through the demoralization

conducted the work through the demoralization attendant upon the change in organization. The only work which can be performed until after Congress at its next session shall take some decided action is the gradual increase in the organization and the addition of units of machinery along a well defined plan, which Mr. Dauchy thoroughly understood. The simple work of excavating at Culebra and preparing for further excavation are the only things which could be done, pending a final decision from hotef.

George Land told of conditions at Culebra Cut.
He said there was plenty of incompetence displayed, and denounced the system of blacklisting which he stated was employed there.

Others told stories of the sanitary conditions and of the spread of the fever.

The Seguranca brought up the body of Samuel B. Davis, a detective sergeant who went to Panama last March to organize the local police Mrs. Davis was a passenger on the vessel. could be done, pending a final decision from Congress. The only possible benefit that my personal service as chief engineer could have been to the work was such as might be due to the purely personal element, which would have been largely supplied by my continuance with the work in an advisory capacity. As far as the actual engineering and construction work was concerned, Mr. Dauchy was fully as capable

Despite all of the discouragement and obstacles which have surrounded this work, as the Secretary knows and has practically stated in his letter, I endeavored faithfully and vigorously to perform the duties of my office, and have never complained or criticised my superiors, or any one connected with the work; and, as stated in the Secretary's communication. I have never requested additional emoluments or asked any Wine and Beer in Plenty-Hearst Not Ine of a personal nature and any suggestion hich I may have made, as his statement will bear me out, have been made because I considred them necessary for the increased efficiency

> anization of the work in April was not considered ideal, but as it was such a de-cided improvement over the existing condition of affairs and seemed to be all that could be fone under existing laws, I gave it my hearty approval.

EXISTING METHODS CRITICISED.

I have made no criticism of personnel or indi-viduals, but do believe that the obstacles due to the governmental methods required by existing laws are so serious that they will have to be eliminated if the American people are to see the Panama Canal constructed in a reasonable time and at a moderate cost

and at a moderate cost.

My only desire in this statement has been to protest against what I consider the unjust de-nunciations of the Secretary, and fully to in-form my personal friends and professional form my personal friends and professional brethren who have been familiar with my career of the essential facts relating to this matter. I emphatically disclaim all responsibility for the various statements recently published alleged to have been made by so-called friends JOHN F. WALLACE. my personal friends

night that the one exception this year was Congressman William R. Hearst, but the rumor could not be verified. Invitations were sent to William J. Bryan, ex-President Grover Cleveland and Alton B. Parker. It is understood that they have sent letters. The "short" talkers will be ex-Senator Charles A. Towne. Senator Thomas F. Grady, ex-Senator T. C. O'Sullivan and Charles L. Guy. The "refreshment" feature of the programme is the thing which interests the falthful. They listen to the speeches for ten minutes and then repair to the basement of the building, where liquid Tammany Democracy is dispensed. There will be 230 cases of wine distributed in the east basement, while the beer and sandwiches in practically unlimited quantities will be distributed in the west basement. Everything will be free. Charles F. Murphy will run up from his country place at Good Ground, and attend the celebration, which will be the one hundred and twenty-nin'h anniversary of the Declaration of Independence. WOULDN'T TAKE WALLACE

Boys Upset in Sloop-Passengers Cheer Interborough Not Robbing Govern-

ment, Says August Belmont. To settle once for all the rumors that John F

Wallace had resigned as chief engineer of the Panama Canal to accept a lucrative place at the hands of the Interborough company, August

Belmont, president of the company, said yester-Glen Cove, Long Island, this afternoon, just east There is not the slightest truth in the report that the Interborough has had for a moment in mind the engagement of Mr. Wallace, nor will it The Interborough company

consider it. The interborough company does not make a practice of buying men from their engagements; it seeks to secure those who are willing to enter its service in a spirit of loyalty, and who will remain and will serve its interests and identify their future with it; and above all, it will not go into the government service, to that service's detriment, and take away its best instruments, but will continue its efforts exto build and manage transportation in New-York with the best material it can fairly and honorably command.

ANOTHER LYNCHING FEARED.

Negroes Charged with Incendiarism Threat ened by Kentucky Mob.

IBY TELEGRAPH TO THE TRIBUNE.

Scottsville, Ky., June 30.-Seven negroes are in jail here, charged with burning several stores last night, causing a loss of \$250,000. It is feared that before another day has passed a wholesale lynching, like that in Georgia, will have taken place. All day the jail has been surrounded by an angry mob, and threats of lynching are becoming frequent.

To-night the crowd is so great that the Sheriff

has telephoned for aid from Bowling Green. If deputies are unable to disperse the mob the militia will be called on.

SHERIFF MUST ENFORCE LIQUOR LAW.

Albany, June 30 .- Governor Higgins to-day sent a letter to Sheriff William Dewey, of Rockland County, telling him that it is his duty to enforce the provisions of the Liquor Tax law. The Governor received a complaint several days ago from Congers, Rockland County, that excursion parties visiting Rockland Lake on Sunday were conducting themselves in a riotous manner. The Governor called the attention of the Sheriff to the complaints and the latter wrote in reply that the only volution of law at that place was that of the Liquor Tax law, and that it was his understanding that the enforcement of that statute was the duty of the State Excise Department.

Stone Hurled from Blast.

June 28-Four persons badly injured by a blast at Lexington-ave. and 101st-st.

DYNAMITE RECORD OF THE LAST WEEK.

Two injured by a blast at No. 411 East 63d-st. une 29-One woman and two men badly hurt

by a blast at 182d-st. and St. Nicholas-ave. June 30-Five workmen hurt by explosion in shaft of the Battery subway loop.

One man received internal injuries from flying rock in 7th-ave.

Following closely on the premature explosion of dynamite on Thursday which jarred Harlem, killing a woman and injuring two men, came two more yesterday, one in the bottom of a shaft which is part of the excavation on the Battery subway loop and the other at 147th-st. and 7th-ave. Six men were injured.

William Farrell, of Albany-ave., Kingsbridge, and Philip Torrento, of No. 506 East 13th-st., lie in the Hudson Street Hospital, one with a fractured jaw, the other with a broken ankle. Joseph Barberi, of No. 517 East 13th-st.; John Blitz, of No. 18 Cherry-st., and Leonardo Fortino, of No. 119 Mulberry-st., went home all more or less injured.

more or less injured.

Michael Kelly, of No. 502 West 159th-st., was taken to the J. Hood Wright Hospital with internal injuries. He was working in a building at 147th-st. and 7th-ave. when a spent stone from a blast struck him in the stomach. Just where the blast was set off is not known.

The other workmen were employed in the subway loop. Farrell was operating a pneumatic drill, when the point struck a five ounce dynamite cartridge which had falled to explode the day before. A terrific explosion followed, hurling the men several feet away. Battery Park was alarmed by the sound, and hundreds Park was alarmed by the sound, and hundreds rushed to the scene.

James P. Ryan and Michael S. McMahon, the

foremen who were in charge of the work where the explosion that killed Minnie Jones took place, were arraigned in the Harlem police court yesterday on charges of homicide. They were yesterday on charges of homicide. They were released on \$1,000 ball each, to await the result of the inquest. After the explosion at 147th-st. contractors in the neighborhood were notified that another accident of the kind would result in the great part of the kind would result in t sult in the summary stopping by the police of As the explosions continue, it seems that there

is as yet no reason why the dynamite squad re-cently established by Fire Commissioner Hayes should let up at all in their present activity.

NO TEAMSTERS' STRIKE.

General Organizer Says Trouble Will Be Settled Amicably.

There is to be no strike of the mail wagon drivers, according to General Organizer Moynihan, of the International Brotherhood of Teamsters, to which the mail wagon drivers' union belongs. He has charge of the Eastern locals of the brotherhood, and last night he confirmed the statement that the trouble arises from dissatisfaction of the drivers of the wagons on the routes controlled by the contractor, G. H. Wolcott, as to wages and the contractor, G. H. Wolcott, as to wages and hours of work.

A dispute between the New-York Mall Company and T. H. Wolcott as to whether the mall carrying should be turned over to Wolcott, who recently bought 50 per cent of the stock of the company, was temporarily settled by Postmaster Willcox. The New-York Mall Company, whose contract expired at midnight, will continue to carry the mail for the present.

A GLEEFUL MURDERER.

Youth Whistles and Sings as He Tells of Killing.

George Granger, alias George Smith, who has been living at Mills Hotel No. 1, after being arrested on suspicion yesterday, confessed to the murder of Henry Lutz, a farmer, at Pawling. N. Y., early in the morning. He is only nineteen years old, and varied his confession by whistling snatches of popular songs. The motive for the murder was robbery. He will be held for extradition.

When Granger was taken to Police Headquarters he was unconcerned, and while walting to see Acting Captain McCauley, to whom he confessed the affair, he spent his time whistling and singing "I'm a Yanke Doodle Boy." In his confession Granger admitted the killing and said that he had done it to get about \$75 which he knew Lutz had with him. He said he went up to Pawling a week ago Thursday, to the farm owned by John Wanzer, of which Mr. Lutz was superintendent. He was sent there by an employment agent named Stringham, with whom he left his watch as security for his railroad fare, about \$3 50 and for the fee due him.

Lutz put him to work at \$20 a month and found. He worked until last Thursday, but got tired of the job and quit. When Lutz paid Granger he took the money from a big roll. He gave Granger \$150 for his work, saying that he would send the \$350 to Mr. Stringham, from whom Granger could get his watch when he reached this city.

After being paid off, Granger bought some liquors and waited for Lutz until morning. When they met, Granger says he demanded to be allowed to stay at the farm without working until to-day. Lutz refused, and then, says

As he turned to the horse and picked up the As he turned to the norse and picked up the lines, I pulled my gun and shot him. I only fired one shot and he fell. Then I took his watch and the money, which amounted to \$75 and some change, and went to the village, where I took the train for New-York.

I tock the train for New-York.

When I got here I got a shave and a bath, bought some new clothes and got a bite to eat. About noon I went up to Stringham's, but as he did not show up, about 3 o'clock I went to his

About noon I went up to stringhams, but a he did not show up, about 3 o'clock I went to his home, at No. 1,044 Park-ave.

When I got there I saw the detective, but did not think he was an officer. If I was going to be caught I was going to be caught, and that was all there was to it. I introduced myself to Mr. Stringham, when this detective came up, and said: "I want you." I "beat it" then and ran cut, but he caught me after a run of a block.

Granger said that he had been in the County Home, at New-Haven, for four years, up to a year ago. The pistol which he used had but two cartridges in it, and he said he had ob-tained it from his brother, who is in New-Haven, about five years ago.

ANOTHER GAYNOR-GREENE APPEAL

Counsel on Way to England to Bring Case Before Privy Council.

Montreal, June 30 .- In the Gaynor-Greene case to-day Judge Ouimet granted the accused persons the right to argue before him their application for the maintenance of a writ of habeas corpus. The United States held that such applications could United States field that such applications could only be made before a full court. Judge Onimet held, however, that he could hear it in chambers. The defence announced that it had coursel on the way to England to appeal before the Privy Council from the Supreme Court decision refusing the writ of prohibition asked for against Commissioner Lafontaine by counsel for Gaynor and Greene.

AUTOMOBILE DRIVERS COMBINE.

Form Club To Be Affiliated with Machinists' Union.

The International Association of Machinists has organized the National Professional Chauffeurs Club, which will be an organization within the union of machinists, but is not a traces union in itself. The Eastern headquariers of the club are in this city, and the national headquarters are it. Washington. A call was sent out yesterday by Frank Gorman, secretary-treasurer of the New-York district of the machinists, who is also secretary of the Eastern district of the club, addressed to all the professional automobile drivers in this city asking them to join the club, which will examine them as to their fitness to run automobiles. rganized the National Professional Chauffeurs

PENNSYLVANIA RAILROAD SUNDAY EXCURSION TO ATLANTIC CITY SUNDAY, JULY 2, 1905

ROUND TRIP \$2.50 FROM NEW YORK

SPECIAL TRAIN

...... 6.45 A. M. Leaves Brooklyn

- RETURNING-Leaves Atlantic City..... Stopping at Newark and Elizabeth in Each Direction TICKETS GOOD ONLY ON SPECIAL TRAIN IN EACH DIRECTION

J. R. WOOD. W. W. ATTERBURY. Passenger Traffic Manager.

A SUMMER RESORT AT SEA. WHERE A WEEK'S SOJOURN GIVES ALL THE BENEFITS OF AN OCEAN VOYAGE, WITHOUT ITS DISCOMFORTS.

BLOCK ISLAND, R.

41/2 Hours from New York.

LONG ISLAND RAILROAD and MONTAUK STEAMBOAT CO., LTD., VIA MONTAUK POINT.

Commencing June 29th, a fast Express train will leave New York, 34th St., at 10:30 A. M.; Flatbush Ave. Station, Brooklyn, 10:33 A. M., daily except Sundays, for Montauk Point, connecting with the new steamer "Montauk," arriving at Block Island 3:00 P. M.

On Saturdays an additional train will leave New York, 54th St., 1:30; Pier 13, E. R., 1:00 P. M.;
Brooklyn, Flatbush Ave. Station, 1:37 P. M., arriving at Block Island 6:20 P. M.

Returning, leave Block Island week days 11:30 A. M., arriving at New York, 34th St., 4:18; Brooklyn, 4:22 P. M.

On Mondays additional service, leave Block Island 6:30 A. M. arriving at New York, 34th St., 4:18; Brooklyn, 4:22 P. M.

lyn, 4:22 P. M. On Mondays additional service, leave Block Island 6:30 A. M., arriving at New York, E. 34th St., 11:38; Brooklyn, 11:32 A. M. See Steamboat column for steamers to Block Island and Shelter Island.

CHEAPER CITY LIGHTS.

PLANT TO COST \$7,567,000.

Expert Engineers Report to Mayor on Proposed Building.

The proposed municipal electric lighting plant for this city will have a capacity of 15,000 arc lights, and will cost \$7,567,000 to build and \$1,269,000 a year to run. The annual cost a lamp if the city builds its own plant is put at \$64 07 for arc lamps, as compared with \$124 50, now paid the lighting companies for the same kind of service. The report of the city's commission fully justifies the findings of the Stevens legislative committee and the estimates obtained by the Merchants' Association and other organizations enlisted in the movement for cheaper lighting.

Cary T. Hutchinson, Nelson P. Lewis, chief engineer of the Board of Estimate and Apportionment, and George F. Sever, the commission of expert engineers appointed last winter by Mayor McClellan, yesterday presented their report to the Board of Estimate and Apportionment. It says, in part:

The accompanying report gives the cost of

The accompanying report gives the cost of construction and operation of a city electric plant, to supply all of the city lighting by electricity—to the entire exclusion of gas—for streets, parks, public buildings and other public places. This plant, built in accordance with these specifications, will insure service equal to or better than now given.

Including land, buildings and all equipment for a central station, of a capacity of 15,000 kilowatts and a distributing system designed to supply 15,000 are lights and 300,000 sixteen candlepower incandescent equivalents, the total cost will be \$7,567,000. The total annual operating and fixed charges, including interest at 3.5 per cent, depreciation and all operating expenses, will be, a year, \$1,269,000.

Neither the cost of building a duct system nor rentals to be paid the existing duct companies are included in the estimates of construction and operating costs; these items are omitted under your instructions that the city has the right to use such duct space as it requires free of rental. Subdividing the total annual cost of supplying are and incandescent lights, the annual cost per arc light will be \$64 07, and the cost per kilowatt hour for incandescent service will be \$5.5 cents. The total cost of supplying the service. per arc light will be \$60.00, and service will be kilowatt hour for incandescent service will be 5.5 cents. The total cost of supplying the service contemplated in this report at the rates charged the city by the Edison company would be \$2,750,000; the operation of this plant would therefore effect an annual saving of \$1,481,000, equal to approximately 20 per cent of the invest-ment required.

total cost to the city of gas and electric The total cost to the city of gas and electric lights for the last year, under the ruling rates, was \$1,703,000; the operation of this plant would therefore effect a saving of \$434,000 over the cost under existing conditions—that is, electric lighting can be substituted for gas, both in the

streets and in public buildings, and an annual saving of \$434,000 be made.

The estimates of the cost of construction and of operation included in this report presuppose economy and skill equal to that shown in the conduct of private corporations. We believe that the use of the city wastes as fuel for this plant would be entirely impracticable, this opinion being based on preliminary estimates.

The report says that the city has purchased a plot of ground bounded by Avenue A, 90th and 91st sts. and the East River, affording an admirable site for a powerhouse of sufficient capacity not only for the present needs of the city, but for such extensions as probably would be equired within twenty years. The substation buildings will be plain brick buildings, occupyoundings will be plain ories buildings, occupying a city lot. The plan of operation provides that each substation shall be the headquarters for the entire service supplied from it. In the substations an inspector will have living quarters, supplies will be carried, lamps cleaned and rengirs made.

"On the principal streets of Manhattan," says the report. "we purpose duplicating the present iron poles; on other streets we purpose using provide mast arms, in order to bring the light out into the street and away from the valk Bronx, where the foliage interferes considerably with the lights placed along the curb."

PEARY'S NEW SHIP.

The Roosevelt May Arrive Here Any Day.

Portland with his new ship, the Roosevelt, late this week, and that there was a chance that she might reach New-York to-day or to-morrow. He does not intend to push the vessel at all, and from thirty-six to forty hours may be spent on the way. Upon arriving at New-York, the Roosevelt will anchor off West 42d-st. It is learned from other sources that a day will soon be fixed for a reception on board the ship for the Peary Arctic Club, which is acking the explorer in his latest venture, as it did a some of his previous ones. Perhaps the reception and occur hate next week.

- vas one of Posry's intentions to effect his de-

occur late next week.

Japane of Feery's intentions to effect his deure from New-York for the north on July 4, the
Lesi which has been shown at Washington in
voyage making the matter a national affair in
crtain sense. It is now unlikely that the last
res will be taken aboard for several days after
Rossevelt reaches New-York, so that in the
ticular referred to a change of programme will
hably be necessary.

MANY BIDS FOR PAVING JOBS. Borough President Ahearn yesterday opened bids

tracts aggregating more than \$550,000. It will take a week to tabulate the figures of the different biders. There are four bidders for the wood paving A. B. Blanchard Quits Pittsburg to Try The bidders were the Franklin Contracting Com-

The Edders were the Frankin Contracting Com-pany, the Espanser & Mussill Company, the Re-public Construction Com any and the United State Wood Preserving Country. The last named appeared to be the lawest bider. For the fifty-seven contracts for as halting the bidders were the Lyalde, the Barber, the Sichlan and the Asphalt Construction companies.

STATUE OF THOMAS JEFFERSON. The replica of the statue of Thomas Jefferson

ow being made by the Henry Bonnard Bronze ompany is, by the order of Jefferson M. Levy, to a presented to the city of Angers, in France, the David. he original bronze statue was ordered by Com-

modore Uriah P. Levy, of the United States Navy, when visiting General Lafayette, in France, in 1823. Commodore Levy was then a lfeuenant, and excressed a wish to present a statue of Thomas jefferson to the United States. General Lafayette selected Mr. Pavid, of Angars, as the artist.

White Rose CEYLON TEA

Examine a cup of White Rose Tea and you will note that it is perfectly clear, containing no sediment, and that no scum arises to the surface. This proves that the tea is clean and pure. Isn't this fact and the further fact that it is a delicious tea that goes twice as far as ordinary tea a sufficient inducement to you to try it?

One quality—the best. Black, Mixed or Natural Green in sealed foil packages Large package 30 cents, generous trial package 10 cents.



SUNDAY SERVICES AT VARIOUS CHURCHES. The Tribune publishes each Saturday announce-ments of the various churches, with name of preacher and topic of sermon. Consult these advertisements to-day under heading of "Religious Notices."

> The largely increased circulation of The Sunday Tribune necessitates our going to press at an early hour. Advertisers will confer a favor by sending in their copy at the earliest possible moment.

FATAL FIRE AT KEITH'S

Man Suffocated Fighting Flames in Basement of Theatre.

One man lost his life and damage to the extent of \$75,000 was done by a fire in the basement of Keith's Theatre yesterday afternoon. The fire was discovered half an hour before the opening time. Had an audience assembled a

terrible calamity might have resulted. The dead man was Harry Baker, who was employed as gallery doorman, and whose home was in Hoboken. He died from suffocation while endeavoring to put out the blaze. A dozen or more firemen were overcome by the dense smoke and were dragged out, revived and returned to work. The Broadway, 4th-ave, and 14th-st. cars were blocked for nearly two hours. There was an enormous crowd and the police had

great difficulty in keeping it back. The fire apparently was caused by defective insulation in the rear of the theatre. In a short time there were dense volumes of smoke pour-Letters from Commander Peary to friends in this ing out from the basement, which is used for ity, received yesterday, said that he hoped to leave the store room and paint shop of the theatre. Three alarms were turned in. Superintendent Pinskle, Thomas Percale, an employe, and the dead man, Baker, discovered the fire. They got the theatre hose and fought the fire for a time until forced to give it up. Percale and Pinskle got out all right, but Baker disappeared. Firemen went down to the front part of the basement, where the smoke was the densest, but

ment, where the smoke was the densest, but they were brought out, one after another, almost unconscious from the smoke.

When the flames were under control, at 2 o'clock, the body of Baker was found. It was not burned at all. The man had died from suffocation. The body was found seated in a large armchair at the rear of the basement, behind a table. He had evidently staggered to the chair

theatre itself was little damaged, and the

EMBRYO POLITICIAN COMING HERE.

Fortunes in East

[BY TELEGRAPH TO THE TRIBENE.] Pittsburg, June 30 .- After fifteen years' work

with the Carnegie Steel Company, Alexis B. Blanchard has decided to sever his connection with that company. He leaves here to-night for New-York, where he will take up a new line of work with the United States Steel Corporation. The position Mr. Blanchard will take in New-York will be a much more remunerative ore than the one he occupied with the Carnegie

There is a possibility that Mr. Blanchard will take an active part in politics in New-York, as his father-in-law, Congressman J. A. Goulden. representing the Tammany interests in Congress, is to take a lively interest in his future.